

# ALCOCK IN VIMY BIPLANE STARTS NON-STOP FLIGHT ACROSS OCEAN

143d Anniversary of  
Flag Day!  
Hang Out the Stars and Stripes

The Evening World.

WEATHER—Fair To-Night and Sunday.

FINAL  
EDITION

"Circulation Books Open to All."

"Circulation Books Open to All."

PRICE TWO CENTS.

Copyright, 1919, by The Press Publishing Co. (The New York World).

NEW YORK, SATURDAY, JUNE 14, 1919.

14 PAGES

PRICE TWO CENTS.

## MORE THAN 100,000 IN ANTI-DRY PROTEST

### FIVE MEN HELD BY COURT AFTER ROUND-UP BY POLICE IN HUNT FOR BANK BANDITS

Criminal Records of Those  
Brought in By Drag-Net  
Stirs Magistrate.

CLEAR UP OLD CRIMES.

Six Robbers in Green Car Who  
Tried to Get \$100,000  
Still Missing.

The five young men rounded up late yesterday afternoon in the police drive which followed the hold-up of two messengers of the Colonial Bank on the "L" platform at 81st Street and Columbus Avenue were arraigned today before Magistrate Simms in the West Side Police Court and held in \$7,500 bonds each for examination next Wednesday.

No mention was made by the police of the attack on Messengers David F. Ryan and Henry Boylan. The specific complaint was that the prisoners on the night of May 24 held up the saloon at No. 116 West End Avenue, near 65th Street. While the police would not say they had absolved the respondents from any connection with the attempt to steal \$100,000 worth of securities they intimidated as much.

EXAMINED AT DAILY POLICE LINE-UP.

The prisoners were William Johnson, thirty-five; Michael McGowan, twenty-eight; George Dawson, twenty-nine; Charles Tucker, twenty-seven; and Frank Dale, thirty. They appeared this morning in the daily line-up before masked detectives at Police Headquarters and came to the court room apparently much subdued. After arraignment they were returned to the West Side Prison.

Magistrate Simms, who is not unfamiliar with the youthful transgressors of the big city, figuratively threw up his hands when the records of the quintet were read to him. The case of William Johnson in particular moved his Honor to remark upon the apparent futility of the methods by which society has dealt with juvenile offenders.

(Continued on Second Page.)

WORLD RESTAURANT.  
Special for to-day, Saturday, June 14, 1919.  
Lamb chops, steak with French fried potatoes, salad, beef and new cabbage ..... 40  
Table d'hôte, dinner ..... 35  
16th floor, World Building.—Advt.

CLOSING TIME  
7.30 P. M. Sharp  
on Saturdays for  
SUNDAY WORLD  
WANT ADS.

Want Advertisements for The  
Sunday World must be in  
the World's Main Office on or  
before 7.30 Saturday evening.  
Possibly no Advertisements will  
be accepted after this time.  
Send your Sunday World Want  
Advertisements in to-day to make  
sure of its publication.

### CHILDREN EAT "DROPS" 70 PER CENT. ALCOHOL

Newark Health Officer Solves Problem  
Why School Pupils  
Are Drowsy.

A ruling as to the legality of the sale of proprietary "sleep drops" by drug stores was requested by Health Officer John N. Ryan of Newark from the internal revenue officer there to-day. Dr. Ryan said the drops contained seventy per cent. of alcohol and three per cent. of ether.

Investigation of the extraordinary drowsiness of school children in Passaic and Newark led to the discovery that the children were using these drops, pilfering them from their mothers, who were in almost every instance women whose husbands do not work and who are forced to work in the mills at night to support their families. To gain sleep in the noisy day-time hours the women resort to the drops, according to Dr. Ryan.

### DRY LAW DRIVES ITALIANS BACK TO ITALY FOR GOOD

"No Vino, No Work," They Tell  
Evening World Reported as  
They Sail for Naples.

Twelve hundred Italians with pockets full of war profits—the per capita was from \$2,000 to \$5,000, according to the passport officials—sailed for Naples to-day on the Duca d'Aosta. They went for good, most of them said, and they went in the steerage in order to conserve their dollars.

An Evening World reporter with a taste for statistics lined up fifteen of them and asked each why he was leaving the land of the free and the home of the brave.

"No vino, no work," said the first. Twelve others said the same thing. The remaining two merely mentioned the high cost of living here.

The ship had 200 cabin passengers, including Giulio Gatti-Casazza and the Archbishop John Bonzano. The latter has been in America for some time as Apostolic Delegate. He will spend a few months in Italy and then return.

### CALIFORNIAN TO BUILD \$7,500,000 HOTEL HERE

Work on Park Avenue, From 51st  
to 52d Street, to Begin This  
Summer.

Work is to begin late this summer on a new seventeen-story hotel in Park Avenue, running from 51st to 52d Street, it was announced to-day by S. W. Strauss & Co., bankers. The establishment, to be known as the Linnard, and which will represent an investment of \$7,500,000, will mark the invasion of the New York field by D. M. Linnard, a Californian, owner of a chain of hotels on the Pacific Coast and whose new venture in Atlantic City, the Hotel Ambassador, is to open in a few days.

Mr. Linnard paid \$1,000,000 cash for the site, 200 by 175 feet, to the Schaefer Brewing Company, that organization having once had a brewery on the tract, which is now occupied by several apartment houses.

Warren and Wetmore, architects of the Elitz-Carlton, the Hotel Vanderbilt and other hotels in this city, will design the Linnard. There will be six hundred rooms.

TAKE BELL-ANS BEFORE MEALS  
and see how fine Good Digestion makes  
you feel.—Advt.

### GREAT THROGS AT CAPITOL TO OPPOSE DRY LAW

More Than 100,000 Represent-  
atives of Labor Demand  
Repeal of Prohibition.

1,000 FROM NEW YORK.

Baltimore Delegation Numbers  
at Least 2,500, Including  
200 Women.

WASHINGTON, June 14.—Anti-Prohibition forces from many cities, composed largely of union men opposed to abolishing manufacture and sale of beer and light wines, descended on Washington to-day for a great demonstration at the capitol, planned by the Central Labor Union of the District of Columbia.

Many special trains arrived during the morning and while awaiting the hour of the meeting the delegations with their bands marched about the city. As the influx continued union officials in charge of arrangements said their first estimates of a crowd of 100,000 were exceeded.

Discovery by the Union Reception Committee that several automobiles placed at the disposal of visiting Union officials had been placarded with signs reading, "I am for prohibition" resulted in complaints to the police.

There are 1,000 in the delegation from New York. Baltimore sent 2,500 on a special train, including 300 women in the group. Many of the delegation came accompanied by bands. Promptly at 2 o'clock the various delegations, with Samuel Gompers, President of the American Federation of Labor, heading the body of Federation delegates from Atlantic City, marched on the capitol and assembled in front of the historic east steps, where inauguration ceremonies are held. When a section made up of soldiers and sailors arrived, those on the steps arose and cheered, waving flags and handkerchiefs.

Previously Mr. Gompers appeared before a sub-committee of the Senate Judiciary Committee, having in charge the bill for repeal of July 1 Prohibition against beer and wine. A similar committee in the House heard a St. Louis delegation of anti-prohibitionists.

Representative Randall of California, the only Prohibition member of either House of Congress, was one of the most interested spectators when the marchers reached the capitol. He stopped many of the delegates and chatted with them.

The demonstration began with the playing of "The Star Spangled Banner," the crowd standing uncovered and waving their flags. Three cheers for the American Federation of Labor followed, then the demonstrators sang "America."

John B. Colpoys of Washington, editor of the Trade Unionist, the first speaker, said organized labor had come to Congress asking only for "a non-intoxicating beverage."

Referring to President Wilson as the "greatest man in the world to-day," the speaker said organized labor had stood squarely behind him and was asking Congress to do as much.

Albany Woman War Worker Killed  
in France.

LE MANS, France, June 14.—Gertrude Valentine of Albany, N. Y., was killed to-day in an automobile accident in which four other Y. W. C. A. workers were injured.

### PEACE IN A WEEK OR RENEWED WAR WITH GERMANY

Allied Armies to Move Forward  
Next Saturday if Treaty  
Is Not Signed.

TO END THE ARMISTICE.

Council of Five Is To-Day  
Finishing All Work  
of Revision.

PARIS, June 14 (United Press).—Saturday, June 21, apparently will be "Per Tag" for the Germans.

There was every indication to-day that within a week Germany will either have accepted and signed the treaty or the Allied forces will be advancing eastward of the Rhine.

This was based on the assumption that the reply to the German counter-proposals will be submitted Monday, and that the enemy will be given five days in which to reach a decision. It is the understanding in the highest American quarters that this period also will include the three days for denunciation of the armistice, provided for in the original terms of that document.

If the Germans do not accept the new conditions, the armistice would be declared at an end and after the first two days, and the Allies would be free to assume hostilities on Saturday, the final day for rejection or acceptance. The Superior Blockade Council met to-day for final consideration of the economic measures that will be undertaken against Germany in the event she refuses to sign.

PARIS, June 14 (Associated Press).—The Council of Five continued the work of editing the revised Peace Treaty this morning, at the same time enabling Baron Makino, the Japanese representative, to acquaint himself with the document. The work is nearly completed and it is believed the treaty will go to the Revision Committee late to-night.

It is the present plan of the Council to renew consideration of the Austrian terms on Monday. Representatives of Turkey will be received on Tuesday.

If no other developments arise, President Wilson will probably make his trip to Brussels between Wednesday and the expiration of the German time limit. Some modifications were made by the Council yesterday in the labor covenant in the Peace Treaty. The existing labor situation in various countries, coupled with clever German tactics, had resulted in this part of the treaty becoming one of the principal points of attack in the counter proposals. The situation caused a discussion, which resulted in certain modifications in the convention.

The Allied reply will lay particular stress upon the character of the Permanent Reparations Commission. It will be explained to the Germans that this commission is not a tyrannical body but that it will administer its duties in a spirit of fairness and helpfulness, so as to facilitate Germany's economic reconstruction.

It is learned that the short time limit given Germany for a reply is largely due to the Germans themselves. They are understood to have said they would not require more than five days to reach a decision.

While reports from Germany on the prospects of Germany's signing the treaty are lacking in clarity, it is

(Continued on Second Page.)

### Bomber on Cross-Ocean Flight And Her Pilot and Navigator



LT. ARTHUR BROWN

CAPT. J. ALCOCK

© KEYSER VIEW CO.

### WILLARD-DEMPSEY FIGHT TRAIN FROM NEW YORK BARRED

Hines Cancels Order for Seventy  
Coaches—Excursions  
to Be Limited.

WASHINGTON, June 14.—So as not to interfere with the transportation of soldiers now returning from France in ever-increasing numbers, Director General Hines to-day ordered that railroad equipment for excursion and recreation purposes be limited to an absolute minimum.

Among permits for special equipment cancelled was one for seventy coaches and Pullmans to be operated by the New York Central from New York to accommodate those who wished to see the Willard-Dempsey fight July 4.

Hines's order was issued at the request of Secretary of War Baker, who informed the Railroad Administration that 375,000 troops will have to be moved from debarkation ports to demobilization camps in June and July as large a number during July.

Mr. Hines said: "It is the paramount duty of the railroad administration to provide adequate facilities for the safe, prompt and comfortable return of soldiers to their homes. Every effort will be made to perform this duty with the minimum of inconvenience to those who travel for business or pleasure."

According to the daily statement of the Treasury Department for June 3, 1919, if all the outstanding accounts of the railroad had been paid on that date there would have been a deficit of \$48,249,666. In a report to the House on May 24, 1919, Director General Hines estimated that the "loss to the Government in the operation of the railroads up to May 1, 1919, was \$48,000,000.

(Continued on Second Page.)

### BOMBER KILLED AT PALMER HOME LIVED IN NEW YORK

Flynn Finds East Side Cobbler  
Who Repaired Sandals  
of Anarchist.

The bomb-thrower killed in front of the home of Attorney General A. Mitchell Palmer in Washington the night of June 2 lived in the upper section of the lower east side of New York. The authorities have established this fact by tracing the parts of clothing, his necktie and the one sandal which was not destroyed when the man was blown to bits.

An Evening World reporter to-day learned that information received by Chief William J. Flynn of the Department of Justice, appointed to round up the bombers, shows the man blown to bits in Washington had his sandals repaired in the east side about two weeks before June 2. His polka dot necktie was purchased at a shop on the Bowery. Further evidence shows he was an east side resident, and the authorities are working on the theory the bombers planned the explosions, received orders and started from New York on their mission of terrorism.

A brown sandal, size 10, Blucher type with plain toe, four perforations in the vamp and seven one-inch perforations on each side near the arch of the foot, was the one remaining bit of evidence to show who the bomber was. Operatives began by questioning every cobbler on the east side, and one remembered adding the heels and gave a description of their

(Continued on Second Page.)

### BRITISH AVIATOR STARTS FROM ST. JOHN'S ON TRIP OVER ATLANTIC TO IRELAND

Alcock, Accompanied by Lt. Brown,  
Gets Away at 12.13, New York  
Time, Amid Cheers of Crowd—  
Biplane Carries London Mail.

ST. JOHNS, June 14.—The Vickers airplane which will attempt the transatlantic flight left St. Johns at 4.13 P. M. to-day, Greenwich time, 12.13 P. M. New York time.

The machine made a good start on her attempt to reach Ireland, rising from the ground after a run of 150 yards. The plane swept north of the city and disappeared over the sea in a northeasterly direction.

At the start the Vickers scudded close to the ground then rose gradually to an altitude of 1,000 feet.

The machine weighs 7,000 pounds. Mail which it was hoped would be delivered at the London post office was placed on the airplane just before the start.

The Vickers was piloted by Capt. John Alcock. Her navigator was Lieut. Arthur Whitten Brown of the Royal Air Force. They will make an effort to accomplish what Hawker tried to do—fly directly across the Atlantic without making any stop en route.

A crowd cheered Alcock and his navigator as their plane hopped off. The streets quickly filled as people ran out of their houses and out of the shops to see the aviators starting for Ireland. All points of vantage were thronged with Newfoundlanders, who watched the plane as it grew smaller and smaller over the wide expanse of ocean, and finally dwindled out of sight.

There was a strong west wind, which will probably help the aviators over the first part of their voyage.

Navigator Brown expected to follow, generally, the course laid out by Hawker, this being the most direct route from Newfoundland to Ireland. He intended to keep in touch with ships by radio all the way across.

The biplane should reach Ireland at some point on the western coast about 3 o'clock to-morrow afternoon. Captain Alcock said that the weight of his fuel load would reduce the speed of his plane to seventy miles an hour during the early hours, and he estimated that the average speed during the flight across would be eighty-five miles an hour. He expected that each of his 350 horsepower engines would consume gasoline at the rate of 165 gallons an hour.

### PRISON FOR NAVAL RESERVE OFFICER FOR GRAFTING

Jones Was Arrested in New York  
on Charge of Getting Discharges  
for Naval Men.

WASHINGTON, June 14.—Chief Boat-swin's Mate Frederick L. Jones of the Naval Reserve force, one of five officers and three enlisted men arrested at New York in connection with charges of wholesale graft in obtaining discharges and easy berth for naval men in the Third Naval District during the war, has been sentenced to one year's imprisonment and reduction to the rating of a seaman.

Findings in the case were made public to-day with the announcement that Jones would be dismissed from the service upon completion of the prison term.

Conviction of Jones was the first charged with conspiring with Chief Boat-swin's Mate Lloyd C. Chase, to accept \$300 for obtaining a discharge for a seaman and the court sentenced him to five years imprisonment. The sentence was reduced, however, because of Jones' service in the Spanish American War and his previous good conduct during the great war.

The Vickers-Vimy machine has a wing spread of only 57 feet and is equipped with two 350-horsepower Rolls-Royce motors, said to be capable of developing a speed of more than one hundred miles an hour. The capacity of the gasoline tanks was recently enlarged to 845 gallons and the lubricating oil tanks to 50 gallons, which is believed sufficient to carry the plane 2,440 miles under normal weather conditions. A wireless telegraph set, capable of sending and receiving messages over comparatively long distances, is part of the plane's equipment.

Capt. John Alcock, D. S. C. (British), was the first flyer to bomb Constantinople. He was a noted flyer before the European war and entered the British Air Service in 1914.

Capt. Alcock was born in Manchester, England, in 1892. He had technical training in the Empire Motor Works in Manchester. He became a pilot in 1912 and was second in the London-Manchester aeroplane race of 1912. He was assigned as an instructor when he entered the Royal Flying Corps and was chief instructor of the Aerobatic Squadron trained as a